

CMO Report

By Hank Stiles

It is again my pleasure to report to the membership on the Mechanical Dept.

Things are moving ahead in our Mechanical Dept. The shop is more like a working railroad shop everyday. Things are more organized; this makes the shop easier and more productive to work in. We hope that by making the operation more professional, that we can get more members to come and work on our collection. The net result is that our equipment gets better care and that makes everyone happy.

We have removed the cylinder head from the cylinder that is leaking water on the WP 608; unfortunately the gasket does not seem to be the culprit. That means that we must remove the cylinder liner and piston as we must find the cause of our water leak to make the proper repairs. This has had to wait because of time restraints placed on us by Railroad Days. This is one of those jobs that will take some time and some help.

The WP 2001 is a different story. With a lot of help, this engine has had a lot of effort put into it and it shows. With its shining new paint, it stole the show at Railroad Days. With a few minor problems, she ran like a top the whole weekend. It is indeed fortunate that we did NOT try the dynamic brakes until Sunday night as when we did we had to push it back to the shop. It now has a problem in that it will not load (make power to move). Despite the best efforts of myself and Peter Lyman, as of the Monday afternoon after Railroad Days, we had not yet found the problem. Anyone with ideas is more than welcome to come and help.

The Mechanical Department shirts are in and they look great. They are black -- a good choice with the grease on a locomotive. They have our logo and the WP logo on the front and say Mechanical Department on the back. It looked nice on Railroad Days to see us in our black shirts jumping on to a problem and solving it as a team. People knew that we were on the job and many visitors remarked on how good we looked.

We are still having Maintenance Clinics the first weekend of each month, through October. Why not come on up and join in on the fun? Help the museum and learn at the same time.

Until next time, Hank.

Facilities Report

By Gordon Wollesen
Facilities Manager

The electrical upgrade is progressing as planned.

Phase I -- Shop bay wiring is complete.

Phase II -- Shop bay lighting to start August 25, 1996.

Phase III -- Increase voltage and amperage to the facility. Engineering being worked on for 480 volts, 600 amps, 3 phase. Plan to implement by 1997.

Phase IV -- Upgrade house lighting to Metal Halide. Plan to implement 1997.

Restoration Dept. Report

By David Dewey

2001: Exterior cosmetic restoration is now complete. The last two weeks before Railroad Days were busy ones. The grills and handrails were sent to Oroville for sandblasting by Pat Solderberg; armrests and other parts were re-upholstered. Silver, black and orange paint was applied, then a long day of hoisting parts in place using the overhead hoist with much physical labor by Meg Evans, Ken Iverson, Clyde Lippincott and Dick ? (sorry, lost my notes--if you read this, drop me note!). The Mechanical Department hooked up the disconnected traction motor blower and fixed some leaks, so it was running for Railroad Days. Since then, the cab interior has been cleaned (two days of simple green application by Meg Evans and myself). While not pristine, it is much more presentable. The hangar queen has left the hangar!

Ingersoll-Rand: This historic locomotive is finally getting some regular attention. Kay and Mike Johnson and their children Mickey and Kathleen, and also the Whitakers, Judy and John, have begun cleaning out all the stuff, including dead birds, that has accumulated inside the carbody. Mike has also done lots of research into the engines and thinks there is hope!

805A: We still haven't found cab side windows, but we are still looking. We will begin installing the door seals and the door windows the first of September. Also, one batten strip is falling off, and it will also be repaired then.

SP 1215 (0-6-0 steam engine): We are planning the move preparation work project the middle of September, probably the 18th to 22nd. We need mechanically minded, able bodied workers for this. It won't be much fun, working outside in the sun on old rusty dirty stuff, but you'll help save a big piece of railroad history. If you can help, please call the museum and leave a message!

1996 FRRS Crew Training

By Jim Gidley, Sr.

1996 has started off big. We had 28 people at the training session on 4-27-96. The rules exam was given in shifts as we did not have enough test booklets for everyone. On 5-5-96 we had 10 people for training. The people who took the classes are:

Ken Anderson, Dave Anderson, Julie Anderson, Marty Anderson, Tom Andrews, Chuck Barker, Dave Bergman, Don Borden, Pat Brimmer, Bob Carr, Eddie Chase, Kerry Cochran, Chuck Dunlap, Paul Finnegan, Jim Gidley, Sr., Tom Graham, Steve Habeck, John Hittner, David Hulsey, Ken Iverson, Mickey Johnson, Sharrell Lantz, Harold Lantz, Jim Ley, Peter Lyman, Judy McGrath, Melissa McGrath, Michael Mucklin, Vic Neves, Jeff Palmer, Ken Roller, Hank Stiles, Charlie Tronoff, Ed Wagner, John Whitaker, Judy Whitaker, Gordon Wollesen.

New 1996 Qualifications

Passenger Engineer: Jim Gidley, Sr., Doug Morgan, Jack Palmer.

Fireman: Kerry Cochran, Don Borden, Dave Bergman, Don Nelson, Marty Anderson.

Conductor: Marty Anderson, Tom Graham, Terry Decottignies, Pat Brimmer.

Brakeman: Pat Brimmer, Bob Carr, Ed Wagner, Tom Andrews, Chuck Dunlap.